A PROSPECTIVE LIBEL SUIT.

THE FREE-LOVE BROKERS TO SUE THE "CHRIS-TIAN UNION."

Woodhull & Claffin propose to bring a suit for litel against the Christian Union, edited by the Rev. Henry Ward Beecher, charging that in Mrs. Stowe's novel, "My Wife and I. now appearing in that paper, the character of 'Dacia Dangyereyes is intended for Mrs. Woodhull. The damages are laid at \$250,000. In the following chapter of the story the words italicized have been indicated by Mrs. Woodhull as evidently intended for her:-

CHAPTER XXV-(Continued). At this moment our conversation was interrupted by the entrance of Jim Fellows. He seemed quite out of breath and excited, and had no sooner passed the compliments of the even-

ing than he began.
"Well," said he, "Hal, I have just come from
the Police Court, where there's a precious row. Our friend Dacia Dangyereyes is up for blackmailing and swindling; and there's a terrible wash of dirty linen going on. I was just in time to get the very earliest notes for our

"Good!" said Mr. Van Arsdel. "I hope the creature is caught at last.' "Never believe that," said Jim. "She has as many lives as a cat. They never'll get a hold on her. She'll talk 'em all 'round."

'Disgusting!" said Ida. "Ah!" said Jim, "it's part of the world as it goes. She'll come off with flying colors, doubtless, and her cock's feathers will be flaunting all the merrier for it.

'How horribly disagreeable," said Eva, "to have such women around. It makes one ashamed

"I think," said Ida, "there is not sufficient re-semblance to a real woman in her to make much trouble on her account. She's an amphibious animal, belonging to a transition period of human society.

"Well," said Jim, "if you'll believe it, Mrs. Cerulian and two or three of the ladies of her set are actually going to invite Dacia to their salon, and patronize her. "Impossible!" said Ida, flushing crimson; "it

cannot be! "Oh, you don't know Mrs. Cerulian," said Jim; "Dacia called on her with her newspaper, and conducted herself in a most sweet and winning manner, and cast herself at her feet for patronage; and Mrs. Cerulian, regarding her through those glory spectacles which she usually wears, took her up immediately as a promising candidate for the latter-day. Mrs. Cerulian don't see anything in Dacia's paper that, properly interpreted, need make any trouble; because, you see, as she says, everything ought to be love, everywhere, above and below, under and over, up and down, top and side, and bottom, ought to be love, LOVE. And then when there's general all-overness and allthroughness, and an entire mixed-up-ativeness, then the infinite will come down into the finite, and the finite will overflow into the infinite. and, in short, Miss 'Dacia's chick's feathers will sail right straight upon into heaven, and we shall see her cheek by jowl with the angel Gabriel, promenading the streets of the new Jeru-salem. That's the programme. Meanwhile, Dacia's delighted. She hadn't the remotest idea of being an angel, or anything of the sort; but since good judges have told her she is, she takes

it all very contentedly."

"Oh," said Ida, "it really can't be true, Mr. Fellows; it really is impossible that such ladies as Mrs. Cerulian's set—ladies of family and position, ladies of real dignity and delicacy—are going to indorse the principles of that paper; principles which go to the immediate dissolution

"That's just what they are going to do," said Jim; "and they are having a high old glorious time doing it. Mrs. Cerulian herself intends to write for the paper on the subject of fortyfication, and twentification, and unification, and everything else that ends with ation. And it is thought it will improve the paper to have some nice little hymns inserted in it, to the tune of 'I want to be an Angel.' I asked Mrs. Cerulian what if my friend 'Dacia should rip an oath in the midst of one of her salons—you know the little wretch does swear like a pirate; and you ought to see how serenely she looked over my head into the far-distant future, and answered me so tenderly, as if I had been a two-hours chicken peeping to her. 'Oh, James,' says she, 'there are many opinions yet to be expressed on the subject of what is commonly called profanity. I have arrived at the conclusion myself, that in impassioned natures, what is called profanity is only the state of prophetic exaltation which naturally seeks vent in intensified language. I shouldn't think the worse of this fine vigorous creature if, in a moment of inspired frenzy, she should burst the tame boundaries of ordinary language. It is true, the vulgar might call it profane. requires anointed eyes to see such things truly. When we have arisen to these heights where we now stand, we behold all things purified. There is around us a new heaven and a new earth.

And so you see, 'Dacia Dangyereyes turns out a tip-top angel of the new dispensation."
"Well," said Ida, rising, with heightened color, "this, of course, ends my intercourse with Mrs. Cerulian, if it be true." "But," said Eva, "how can they bear the scandal of this disgraceful trial? This certainly

will open their eyes.' "Oh," said Jim, "you will see Mrs. Cerulian will adhere all the closer for this. It's persecution, and virtue in all ages has been persecuted; therefore, all whe are persecuted are virtuous. Don't you see the logical consistency? And hen, den't the Bible say, 'Blessed are ye, when men persecute you, and say all manner of evil against

"It don't appear to me," said Ida, "that she can so far go against all common sense."
"Common sense!" said Jim; "Mrs. Cerulian
and her clique have long since risen above anything like common sense; all their sense is of the most uncommon kind, and relates to a region somewhere up in the clouds, where everything is made to match. They live in an imaginary world, and reason with imaginary reasons, and see people through imaginary spectacles, and have glorious good times all the while. All I wish is, that I could get up there and live; for you see I get into the state of prophetic ecstasy pretty often with this confounded hard grind below here, and then, when I rip out a naughty word, nobody sees the beauty of it. Mother looks glum. Sister Nell says, 'Oh, Jim!' and

looks despairing."
"But the fact is," said Mr. Van Arsdel, "Mrs. Cerulian is a respectable woman, of respectable family, and this girl is a tramp; that's what she is, and it's absolutely impossible that Mrs. Cerulian can know what she is about."
"Well, I delicately suggested some such thing to Mrs. Cerulian," said Jim; "but, bless me, the

way she set me down! Says she, 'Do you men ever inquire into the character of people that you unite with to carry your purposes? You join with anybody that will help you, without regard to antecedenta!""

'She den't speak the truth," said Mr. Van Aradel. "We men are very particular about the record of those we join with to carry our purposes. You wouldn't find a board of bankers taking a man that had a record for swindling, or a man that edited a paper arguing against all rights of property. Doctors won't admit a man among them who has the record of a quack or a malpractitioner. Clergymen won't admit a man among them who has a record of licentiousinfidel sentiments. And it women will admit women, in atter disregard to their record of chastity, or their lax principles as to the family, they act on lower principles than any

body of men."
"Besides," said I, "that kind of tolerance cuts "Besides," said I, "that kind of tolerance cuts the very ground from under the whole woman movement; for the main argument for proposing it, was to introduce into politics that superior delicacy and purity which women manifest in family life. But if women are going to be less careful about delicacy and decorum and family purity than men are, the quagmire of politics, foul enough now, will become putrid."

"Oh, come," said Eva, "the subject does get too dreadful; I can't bear to think of it, and I

too dreadful; I can't bear to think of it, and move that we have a game of whist, and put an end to it. Come, now, do let's sit down socia-bly, and have something agreeable."

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Treasurer—WM. L. DUBOIS.
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CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA

CLERR'S OFFICE, PHILADELPHIA, June 2, 1871. In accordance with a resolution adopted by the Common Council of the City of Philadel phia on Thursday, the first day of June, 1871, the annexed bill, entitled "An ordinance to authorize a loan for the construction of culverts for public information. JOHN ECKSTEIN, and for police purposes," is hereby published

Clerk of Common Council.

TO AUTHORIZE A LOAN FOR THE CON STRUCTION OF CULVERTS AND FOR

POLICE PURPOSES. Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow at not less than par, on the credit of the city, from time to time, four be applied as follows, For the construction of viz:culverts, one hundred and tweaty-five thou-saud dollars. Second. For the purchase of ground and the erection and extension of buildings for Police Station-houses, three hundred thousand dollars. For which interest, not to constant dollars. For which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly, on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor in the ward form of the certificates therefor, in the usual form of the certificates of City Loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars; or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mention, and the interest thereof, are payable free from all taxes.

Section 2. Whenever any loan shall be made oy virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation, a sum sufficient to pay the interest on said certifiates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certifi-

RESOLUTION TO PUBLISH A LOAN BILL Resolved, That the Clerk of Common Council be authorized to publish in two daily newspa-pers of this city, daily for four weeks, the ordinance presented to Common Council on Thursday, June 1, 1871, entitled "An ordinance to authorize a loan for the construction of culverts and for police purposes;" and that the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made.

LEGAL NOTICES. IN THE COURT OF COMMON PLEAS FOR THE

IN THE COURT OF COMMON PLEAS FOR THE
CITY AND COUNTY OF PHILADELPHIA.
City of Philadelphia vs. ROBERT L. CURRY, owner,
etc. Lev. fs.; sur claim. D. 70, No. 150.
The Auditor appointed by the Court to report distribution of the funds arising from the Sheriff's sale
under the above writ of all that certain two-story
beautiful and welling house and lot of basement and stone dwelling-house and lot of ground, situate on the north side of Eadline, for-merly Blm street, in the Twenty-fourth ward of the merly 81m street, in the Twenty-fourth ward of the city of Philadelphia, 26 feet eastward from Poplar street, containing in front on Eadline street 26 feet 6 inches, and in depth 165 feet to Grape street, will meet the parties interested, for the purposes of his appointment, on TUESDAY, the 27th day of June, 1871, at 4 o'clock P. M., at his office, southeast corner of WALNUT and SIXTH Streets, Philadelphia,

NEW PUBLICATIONS.

when and where all persons are required to make their claims, or to be debarred from coming upon said fund. HENRY S. HAGERT,

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Francis D. Pastorius, ATTORNEY AT LAW. Patents procured for Inventions.

RAILROAD LINES.

THE CAMDEN AND AMBOY AND PHILADEL-PHIA AND TRENTON RAILROAD COM-PANIES. On and after MONDAY, June 12, 1871.

TRAINS WILL LEAVE AS FOLLOWS:-FROM WALNUT STREET WHARF. At 615 a. m. Accommodation via Camden and Amboy, and at 8:30 p. m. Accommodation via Camden and Jersey City for New York.

At 2 and 6 p. m. for Amboy and Intermediate sta-At 6:15 a. m. and 3:30 p. m. for Freehold and Far-At 615, 8, and 10 a. m., 12 m., 2, 330, and 5 p. m.

At 6:15, 8, and 10 a. m., 12 m., 2, 3:30, 5, 6, 7:30, and 11:30 p. m. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, and Riverton.
At 6:15 and 10 a. m., 12 m., 2, 3:30, 5, 6, 7:30, and 11:30 p. m. for Riverside, and Palmyra.
At 6:15 and 10 a. m., 12 m., 5, 6, 7:30, and 11:30 p. m. for Fish House, The 11 30 p. m. Line leaves from Market Street

FROM WEST PHILADELPHIA DEPOT. At 7, 8-15, and 11 a. m., 1-20, 3, 5-30, 6-45, and 12 p. m., New York Express Lines, and 11-30 p. m Emigrant Line, via Jersey City.

At 7, 8-15 and 11 a. m., 1-20, 3, 5-30, 6-45, and 12 p. m. 42 Teenberg. At 7, 8°15 and 11 a. m., 1°20, 3, 5°30, 6°45, and 1°2
p. m. for Trenton.
At 7, 8°15, and 11 a. m., 6°45 and 1°2 p. m. for Bristo'.
At 1°2 p. m. (Night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torrisdale,
Holmesburg Junction, Tacony, Wissinoming,
Bridesburg, and Frankford.
Sunday Lines leave at 11 a. m., 6°45 p; m., and 1°2
night.

FROM KENSINGTON DEPOT. At 7 and 9:30 a. m., 2:30, 3, and 5 p. m. for Trenton and Bristol. And at 6 p. m. for Bristol.

At 7 and 9:30 a. m., 2:30 and 5 p. m. for Morris-

At 7 and 70 b a. m., 230 and 6 p. m. for Schenck's, Eddington, Cornwells, Torrisdale, and Holmesburg Junction.

At 645 a. m., 1230, 515, and 7 15 p. m. for Bustle-At 645 and 930 a. m., 1230, 230, 515, 6, and 7:15 p. m. for Bustle-At 645 and 930 a. m., 1230, 230, 515, 6, and 7:15 p. m. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD. At 7 a. m. and 3 p. m. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Scranton, Wilesbarre, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc., and 7 a. m. for Schooley's Mountain. At 930 a. m. and 5 p. m. for Pennington, Lambert-ville, and intermediate stations, and at 5 p. m. for

Easton.
VIA CAMDEN AND BURLINGTON COUNTY
RAILROAD.
At 7 a. m. and 2:30 p. m. for New York, Long
Branch, and intermediate places, via New Jersey Southern Railroad The 7 a. m. and 2:30 p. m. lines leave Walnut street wharf, all others will leave from Marke; Street

Ferry (upper side).

At 6, 7, and 9 a. m., 1, 2.30, 3.30, 5, and 6.30 p. m., and on Thursday and Saturday nights at 11.30 p. m. for Merchantsville, Moorestown, Hartford, Mason-ville, Hainsport, and Mount Holly. At 6 a. m., 2.30 and 6.30 p. m. for Lumberton and Medford. At 6, 7, and 9 a. m., 3-30, 5, and 6-30 p. m. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton,
At 6 a. m., 1 and 3:30 p. m., for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and
Hightstown.
WM. H. GATZMER,

May 29, 1871.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as fellows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations.
Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorohester and Delaware Railroad, at Seaford with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11.45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmingto Evith train for New Castle.

Express Train at 4 P. M. (Sandays excepted), for Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, New-port, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aber-

Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11'30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11'45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

nd Wilmington. Leave Philadelphia at 11:00 A. M., 2:30, 5:00, apt 7:00 P. M. The 5:00 P. M. train connects with Dein-ware Railroad for Milford and intermediate Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00,

and 7-15 P. M. The 8-10 A. M. train will not stop between Chester and Fhiladelphia. The 7-15 P. M. train from Wilmington runs Baily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00
P. M. will connect at Lamokin Junction with the 7.00 A. M. and 4.30 P. M. trains for Baltimore Cen-

ral Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7.25 A. M., Way Maii; 9.35 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express; 7.25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7.25 P. M., stopping at Magnelia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays leave Philadelphia for Oxford at 8.30 A. M.; returning, leave Oxford at 3.40 P. M., stopping at all intermediate stations.

Through tickets to all points West, South, and

ping at all intermediate stations.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company, H. F. KENNEY, Superintendent.

NORTH PENNSYLVANIA RAILR OAD-TH short Middle Route to the Lehigh and Wyoming Valleys, Northern Pennsylvania, Southern and Interior New York, Buffalo, Auburn, Rochester, the great Lakes, and the Dominion of Canada, SUMMER ARRANGEMENT,

Takes effect May 15, 1871.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays exner of Berks and American streets (Sundays excepted), as follows:—

7:00 a.m. (accommodation), for Fort Washington.

7:35 a.m. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverly, Anburn, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8:25 a.m. (Accommodation) for Doviestown.

925 a. m. (Accommodation) for Doylestown. 945 a. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Moun-tain, and N. J. Central and Morris and Essex Rail-

roads.

11 a. m. (Accommodation) for Fort Washington.

130 and 530 p. m. for Abington.

2 p. m. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittsson, and Hazleton.

230 p. m. (Accommodation) for Doylestown.

At 320 p. m. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, and Scranton.

At 4 p. m. (Accommodation) for Bethlehem.

430 p. m. (Mail) for Doylestown.

430 p. m. (Mail) for Doylestown. 515 p. m. for Bethlehem, Easton, Allentown, and

8-15 and 11-30 p. m. (Accommodation) for Lansdale. 8-15 and 11-30 p. m. (Accommodation) for Ford Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.
TRAINS ARRIVE IN PHILADELPHIA FROM
19.05. 20. 8:18

Bethiehem at 8.55 and 10.35 a. m.; 2.15, 5.20, 8.15, and 10.20 p. m.
Doylestown at 8.25 a. m., 4.45 and 6.45 p. m.
Lansdale at 7.20 a. m.
Fort Washington at 9.20 and 11.20 a. m., 3.05 and

Philadelphia for Fort Washington at 2.45 and 7.00 p. m.
ON SUNDAYS.
Philadelphia for Bethlehem at 9.30 a. m.
Philadelphia for Doylestown at 2.00 p. m.
Philadelphia for Fort Washington at 9.00 a

And 6 45 p. m.
Doylestown for Philadelphia at 6 45 p. m.
Bethlehem for Philadelphia at 4 00 p. m.
Fort Washington for Philadelphia at 10 00 a. m. and 5 00 p. m.

Tickets soid and baggage checked through to all principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 10, 1871.

ELLIS CLARK, Agent. RAILROAD LINES.

DHILADELPHIA AND READING RAILROAD. To Reading...... 8-00 a. m Pottstown Accommodation. 845 a. m. Reading and Pottsville Accommodation 10°20 a. m. Harrisburg and Pottsville Express. 100 p. m. Philadelphia and Pottsville W. Tr'n. 4°30 p. m. Harrisburg and Pottsville Express. 6°15 p. m. Harrisburg, Pottsville, and Allentown Accommodation.

ON SUNDAYS, From Pottstown...... 9-15 A. M. From Pottsville. 12°35 a. m.
From Reading 7°15 p. m.
The Sunday trains connect with similar trains on the Perklomen and Colebrookdale Railroads. For Downingtown and points on Chester Valley Raiiroad take 7:30 a. m., 12:30 and 4:30 p. m.

For Schwenksville and points on Perklomen Rail road take 7:30 a. m., 12:30 and 4:30 p. m.

For Mt. Pleasant and points on Colebrookdale Raiiroad take 7:30 a. m. and 4:30 p. m.

PARE ACCOMMODATION TRAINS, DALLY EXCEPT SUNDAY, Leave depot. Thirtness and Callour III street.

Leave depot, Thirteenth and Callowhill streets For West Manayank at 8 45 a. m. and 6 30 p. m. Leave West Manayunk, 6:10 and 10:10 a. m. For Belmont at S:45 and 11:30 a. m., and 2, 4, and 6 30 P. M. Leave Belmont at 6 24 and 10 26 a. m., 12 14 noon, 2 45 and 5 30 p. m. SUNDAYS.

Leave Fifteenth street and Pennsylvania avenue, for Belmont, 9, 10, 11 a. m., 1, 2, 3, 4, 4 50, 5 40, and 6 40 P. M. 640 P. M.
Leave Belmont, 9-25, 10-25, 11-25 a.m., 1-25, 2-25, 3-25, 4-25, 5-15, 6-15, and 7-05 p. m.
Exchange Tickets to and from Belmont are sold by conductors of Park train of this Company, and Thirteenth and Fifteenth, Seventeenth and Nineteenth, add Green and Coates street cars, good on lines mentioned.

lines mentioned.

New York Express for Pittsburg and West.

Trains leave New York at 9 a.m. and 5 p. m.,
passing Reading at 155 and 950 p. m. connecting
at Harrisburg with Pennsylvanna and Northern
Central trains for Chicago, Cincinnati, Pittsburg,
Baltimore, Williamsport, etc.

Sleeping-cars accompany these trains through between Jersey City and Chicago without change.

Trains for New York leave Harrisburg at 40 5 and
810 a. m., and 2 p. m.

Additional train leaves New York for Harrisburg

Additional train leaves New York for Harrisburg at 12:30 noon. For particulars see Guide Books, which can be obtained at S. E. corner of Ninth and Chesnut streets, under Continental Hotel, No. 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates, to be had of S. Bradford, Treasurer, No. 227 South Fourth street, Philadelphia, or

J. E. Wooten, Assistant Superintendent, Reading, STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot or at No. 213 S. Fourth street.

Through tickets and baggage checks to all princi-

pal points in Oil Regions, New York State, Canada West, and Northwest, may be obtained at the new Union Ticket Office, southeast corner of Ninth and Chesnut streets, under the Continental Hotel, or at No. S11 Chesnut street. Tickets to principal local points on sale at above offices. Baggage checked from hotels and residences by the Union Transfer Co. GERMANTOWN AND NORRISTOWN BRANCH. Depot, Ninth and Green.

TO GERMANTOWN—6, 7, 7:15, 7:35, 8:30, 9:05, 10, 11 a.m.; 12, noon; 1, 2, 2:30, 3:15, 3:45, 4:05, 4:30, 5:05, 5:10, 5:45, 6, 6:30, 7, 8, 8:15, 9, 10:15, 11, 11:40, 12:30, night night. SUNDAY-7:45, 9:05 a. m.; 12:45, noon; 2:15, 4:05. 540, 7, 845, and 11°25 p. m. FROM GERMANTOWN—6, 6°25, 6°50, 7°25, 8°06 8 10, 8 45, 9, 9 25, 10, 11 05, 11 55 a.m.; 1, 1 55, 3, 3 30, 3 55, 4 45, 5, 5 30, 6, 6 10, 6 40, 7 10, 8, 9 05, 10, 10 30, 11 25 p. m. SUNDAY—S10, 9 05 a. m.; 1 05, 2 35, 3, 5 55, 6, 8 20,

and 10 20 p. m.

The 8 05 and 9 25 a. m. down trains, and 2 30, 3 45, 5 05, and 5 45 up trains, will not stop on the Germantown Branch. Passengers taking the 6 50, 7 25, 10, a m. and 5 30 close connections with the trains for New York at TO CHESNUT HILL—6, 7, 7.35, 9.08, 10, 12 a. m., 230, 345, 5.05, 5.45, 7, 8, 9, 11, 11.40 p. m. SUNDAY—7.45, 9.05 a. m., 12.45 noon, 2.15, 5.40, 7, 845, p. m. FROM CHESNUT HILL—640, 740, 7450, 840, 940, 1050, 1140 a. m., 140, 340, 545, 625, 655, 850, 1045,

Sunday-7:50, 8:45 a, m., 19:45, noon, 2:15, 5:40, 8. 10 p. m. TO CONSHOHOCKEN AND NORRISTOWN—6:05, 7:30, 9, and 11:05 a.m., 12:05, m., 1:30, 3,4, 4:40, 5, 5:30, 6:25, 8:05, 10:20, and 11:45 p. m. 30, 625, 8 05, 10 30, and 11 40 p. m. Sunday—730, 9 a. m., 130, 3, 7 15, and 9 30 p. m. FROM NORRISTOWN—530, 630, 7, 740, 8, 8 50, 11

Sunday—7, 9 a. m., 1.15, 5, 7, 9.30 p. m.

Sunday—7, 9 a. m., 1.15, 5, 7, 9.30 p. m.

TO MANAYUNK—605, 7.30, 9, 10 05, 11.05 a. m.
12.05 noon, 12.45, 1.30, 3, 4, 4.40, 5, 5.30, 6.25, 7.05, 8.05, 9.05, 10.20, 11.45 p. m.

Sunday—7.30, 8, 9, 10 a. m., 12.40 noon, 1.30, 2.10, 3, 4.45, 7.15, 9.30 p. m. 4\*45, 7\*15, 9\*30 p. m. FROM MANAYUNK—6, 6\*58, 7\*34, 8\*05, 8\*22, 9\*20, 10\*45, 11\*30 a. m., 1\*28, 2\*15, 3, 3\*58, 5, 6\*25, 6\*45, 7\*45, Sunday-7.80, 9, 9.30, 10.50 a.m., .30, 1.45, 3.10, 5.30, 6, 7.30, 10 p. m. PLYMOUTH BRANCH.—Leave Philadelphia at 7-50, 11:05 a. m. and 5 p. m. Leave Oreland at 6:15

10 s. m., and 3.30 p. m.

nday-Leave Oreland at 6.30 a. m. and 6.36 p. m. Bunday—Leave Oreland at 6:30 a.m. and 6:36 p.m. The 7:40 a.m. train from Norristown does not stop at Magee's, Pott's Landing, Springfield or Schurrs' Lane. The 8 a.m. train from Norristown stops at Conshohocken and Mansyonk only. The 5-30 and 7 a. m., and 4-30 and 6-15 p. m. down trains, and the va. m. and 4.5 30, and 6 25 p. m. up trains are the only trains that stop at Springlield. Chester Valley kallroad—Leave Philadelphia at 4 40 p. m. Leave Downingtown at 6 40 a m. Phœnixville Train—Leaves Philadelphia at 9 a. m. and 1.30 p. m. Leaves Phoenixville at 12-25 and 5-20

Sunday-Leave Philadelphia at 9 a. m. and 7:15

For points on Perkiomen Railroad leave Ninth and Green at 1:20 p. m. Returning, leave Schwenks-ville at 4:45 p. m., arriving at Ninth and Green at 6:50 Passengers by 1.30 p. m. train connect at Phoenix-

ville with train for Pottstown and Reading.
Passengers taking the 7, 7-25, and 11 a. m. and 5:30 and 6:30 p. m. trains from Ninth and Green streets will make close connection with trains for New Yors at Intersection. The 9:30 a. m., 12:30, 5, and 7 p. m. trains from New York stop at Intersection. G. A. NICOLLS, General Superintendent,

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD,—CHANGE OF HOURS, On and after SUNDAY, June 4, 1871, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash-

will run as follows:—Leave Philiadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—
For Port Deposit at 7 A. M., and 4 30 P. M., For Oxford at 7 A. M., 4 30 P. M., and 7 P. M., Wednesdays and Saturdays only at 9 30 P. M.
For Chadd's Ford and Chester Creek Railroad at 7 and 10 A. M., 4 30 and 7 P. M. Wednesdays and Saturdays only 2 30 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baitimore.
Trains leaving Philadelphia at 10 A. M. and 4 30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Haliroad.
Trains for Philadelphia leave—
Port Deposit at 9 25 A. M. and 4 25 P. M., on arrival of trains from Baitimore.
Oxford at 6 05 and 10 35 A. M. and 5 30 P. M. Mondays at 5 15 A. M. only.
Chadd's Ford at 7 25 A. M., 11 58 A. M., 4 20 and 6 49 P. M. Mondays only at 6 32 A. M.
On Sundays train leaves Philadelphia at 8 30 A. M. for Oxford: returning, leaves Oxford for Philadelphia at 3 40 P. M.
Passengers are allowed to take wearing apparel of the as baggage, and the company will not in any phia at 3 40 P. M.

Passengers are allowed to take wearing apparel offly as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,

General Superintendent WEST JERSEY RAILROADS. Trains will leave Philadelphia as follows, from foot of MARKET Street (upper ferry):—
8-15 a. m., Passenger for Cape May, Bridgeton, Salem, Swedesboro', Vineland, Milville, and Way Stations.

and Way Stations.

11:45 a. m., Woodbury accommodation.
3:15 p. m., Passenger for Cape May, Milville, and
Way Stations below Glassboro'.
3:30 p. m., Passenger for Bridgeton, Salem, Swedesboro', and Way Stations.
5:50 p. m. Accommodation for Woodbury, Glassboro', Clayton, Swedesboro', and intermediate Stations. SUNDAY MAIL TRAIN for Cape May leaves Phi-

Freight train leaves Camden daily at 12 m.
WM. J. SEWELL, Superintendent.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RALLECAD, AFTER 8 P. M., SUNDAY, JUNE 4, 1871.

The trains of the Pennsylvania Central Railroad leave the Depet, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the lepot. Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. Pol Chesnut street, or No. 116 Market street,

TRAINS LEAVE DEPOT. Bryn Mawr Accommodation 6-30 A. M.
Mail Train 5-06 A M.
Lock Haven and Elmira-Express 9-40 A. M.
Paols Accommodation, 10-10 A.M. & 1-10 and 7-30 F. M.
Fast Line 12-40 P. M.
Eric Express 12-40 P. M.
Harrisburg Accommodation 230 P. M.
Lancaster Accommodation 4-10 P. M.
Parkesburg Train 5-30 P. M.
Cincinnati Express 7-20 P. M. Cincinnati Express . Erle Mail and Buffale Express . First Pacific Express 945 P. M.
Way Passenger Train 11:20 P. M.
Cincinnati Express, Pacific Express, and Eric
Mail and Buffalo Express leave daily.
All other trains daily except Sunday.
The Western Accommodation Train runs daily,
except Sunday. For this train tickets must be procured and baggage delivered by \$ P. M. at No. 118
Market street.

Market street.
Sunday Train No. 1 leaves Philadelphia at 8:40
A. M.; arrives at Paoli at 9:46 A. M. Sunday
Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:30 P. M.
Sunday Train No. 1 leaves Paoli at 7:10 A. M.;
arrives at Philadelphia at 8:20 A. M. Sunday
Train No. 2 leaves Paoli at 5:00 P. M.; arrives at
Philadelphia at 6:20.

Cincinnati Express
Philadelphia Express
Erie Mail Rrie Mail

Bryn Mawr Accommodation

Paoli Accommodation

Paoli Accommodation

Parkesburg Train

Fast Line and Buffalo Express

Laneaster Train

Eric Express

Lock Haven and Elmira Express

Harrisburg Accommodation

For further information apply to

PHILADELPHIA AND ERIE RAILROAD. On and after MONDAY, May 15, 1871, the trains on the Philadelphia and Brie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

road Depot, West Philadelphia...... 7-10 P. M.
MAIL TRAIN leaves Philadelphia...... 4-15 A. M.
Williamsport...... 4-15 A. M.
3-50 P. M Williamsport. 4.15 A. M.
arrives at Eric. 3.50 P. M.
ERIE EXPRESS leaves Philadelphia. 12:30 P. M.
Williamsport. 8:50 P. M.
arrives at Eric. 7.40 A. M.
ELMIRA MAIL leaves Philadelphia. 9:30 A. M.
Williamsport. 6:35 P. M.
arrives at Lock Haven. 7:50 P. M.

S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Alleghen! R. R. W.

Mall west with west-bound trains on L. S. & M. S. R. W. and at Corry and Irvineton with Oil Creek and Allegheny R. R. W.

Warren Accommodation east and west with trains on L. S. and M. S. R. W. east and west and at Corry with O. C. and A. R. R. W.

Eric Accommodation east at Corry and west at Corry and Irvinetewn with O. C. and A. R. R. W.

Elmira Mail and Buffalo Express make close connection at Williamsport with the N. C. R. W. trains, north and south.

Catawissa passenger trains will be run east from Williamsport on Brie Express, and west to Williamsport on Elmira Mail.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 24.
Trains will leave and arrive at the Depot, THIRTYFIRST and CHESNUT Streets, as follows:—
FROM PHILADELPHIA
For West Chester at 7-25 and 10 A. M., 2-30, 7-10,
and 11-30 P. M. Stops at all stations.
For West Chester at 4-45 P. M. This train stops
at stations west of Media (Greenwood excepted).
For B. C. Junction, 6-30, 8-50 A. M., 12 M., and 4
and 5-30 P. M. Stops at all stations. The 5-30 P. M.
will run to West Chester on Saturdays,
FOR PHILADELPHIA
From West Chester at 6-30 and 10 A. M., 2, 5, and
6-55 P. M. Stops at all stations.

6.75 P. M. Stops at all stations. From West Chester at 7.35 A. M. Stops at sta-From B. C., Junction at 5-25, 8-10 A. M., 12 M., 4 and 6 P. M. Stops at all stations.

A train will leave West Chester for Philadelphia at

5 A. M. every Monday.
ON SUNDAY
Leave Philadelphia at 9 A. M. 2-30, and 6-45 P. M.
Leave West Chester at 7 A. M., 1 and 5 P. M.
H. K. SMITH, Superintendent. WEST CHESTER AND PHILADELPHIA RAIL-

EXTRA SUNDAY TRAINS. On and after June 4, 1871, an Extra Passenger Train will leave West Chester at 4 P. M. for Philaelphia.

Returning, will leave Philadelphia at 6½ P. M. for West Chester. These trains stop at all stations May 29, 1871. H. K. SMITH, Superintendent.

PLUMBING, CAS FITTING, ETO. PANCOAST & MAULE. THIRD and PEAR Streets,

Plain and Galvanized Wrought and Cast Iron Pipes For Gas, Steam and Water. FITTINGS, BRASS WORK, TOOLS,

BOILER TUBES. STEAM HEATING

Pipe of all Sizes Cut and Fitted to Order

CARD.

Having sold HENRY B. PANCOAST and FRANCIS I. MAULE (gentlemen in our employ for several years past) the Stock, Goodwill and Fixtures of our RETAIL ESTABLISHMENT, located at the corner of THIRD and PEAR Streets, in this city, that branch of our business, together with that of HEATING and VENTILATING PUBLIC and PRIVATE BUILDINGS, both by STEAM and HOT WATER, in all its various systems, will be carried on under the firm name of PANCOAST & MAULE, at the old stand, and we recommend them to the trade and business public as being entirely competent to perform all work of that character.

MORRIS, TASKER & CO.

Philadelphia, Jan. 22, 1870.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands, Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Fests, from thirty to seventy-sinches, with Paulins, Bellting, Sail Twine, etc.

JOHN W. EVERMAN,
Mo. 16 CHURCH Except (Cav Stores)

LEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTE No. & NORTH WHARVES NO. ST NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTER.

BLUAR CATTER.

AUOTION BALES. M THOMAS & SONS, A CULTUNA ERS, NOS

Sale No. 2115 Delancey Place.
SUPERIOR FURNITURE, CARPETS, Etc.
On Tuesday Morning.
June 20, at 10 0 clock, by catalogue, the superior

SALE OF REAL ESTATE AND STOCKS. June 20, at 19 o'clock, noon, at the Exchange, with TWENTY-FIRST (North), No. 15 - Modern Resi-

ARCH, No. 914—Valuable Store.

OLD YORK ROAD—Country Seat, 14% acres.

LYCOMING COUNTY—Coal and Timber Lands, 4747 PRATT, No. 4022—Genteel Dwelling.
APPLE, No. 2123—Genteel Dwelling.
Winter, No. 2625—Genteel Dwelling.
Market, No. 2426—Valuable Building.
Ogden, No. 2016—Genteel Dwelling.
Nrar Hart Lane, Twenty-fifth ward—Two very
desirable Country Places, each 6 acres.
Ving, No. 1425—Modern Residence.
Se charge Empire Transportation Co.

\$5 shares Empire Transportation Co. \$1500 Danville, Hazelton and Wilkesbarre Railroad. 95 shares National Bank of the Republic. 5 snares Pennsylvania Fire Insurance Co. \$7000 Philadelphia and Eric Ralirond 7 per cent. \$40,600 Lynchburg Mining and Manufacturing Co. \$6000 Lehigh Valiley Raliroad coupons. 46 shares Seventh National Bank. 4 shares Franklin Fire Insurance Co.

dministratrix's Sale—Estate of John Horn, dec'd. \$6500 North Pennsylvania Railroad 7 per cent. \$5000 Pennsylvania Canal Co. 6 per cent, \$600 Frankford and Philadelphia Pass. Railway Co. 152 shares Philadelphia, Germantown and Norristown Railroad Co. 100, shares Independent Red Men's Hall Asso-Catalogues now ready.

Sale No. 1008 South Fourth street.
NEAT FURNITURE, CARPETS, ETC.
On Wednesday Morning,
June 21, at 10 o'clock, the neat furniture, car-

Second Closing Peremptory Sale.
ELEGANT CABINET FURNITURE from the stock of Messrs. Geo. J. & J. A. Henkels.
On Friday Morning,
June 23, at 10 o'clock, at the auction store, will be

sold without reserve the largest stock of superior furniture yet offered at public sale. [5 16 6t]
The sale, as is the invariable custom of Messrs.
Henkels, will be peremptory, regardless of prices. HENRY W. & B. SCOTT, JR., AUCTIONEERS No. 1129 CHESNUT Street (Girard Row).

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-BUNTING, DURBOROW & CO., AUCTIONERS S., Bank street, Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, HATS, TRAVELLING BAGS, ETC. On Tuesday Morning, June 20, at 10 o'clock, on 4 months' credit. 61456 LARGE SALE OF BRITISH, FRENCH, GER-MAN, AND DOMESTIC DRY GOODS,

On Thursday morning, June 22, at 16 o'clock, on four months' credit, 616 5t CLOSING SALE OF CARPETINGS, OIL CLOTHS, WHITE AND RED CHECK CANTON MATTINGS, ETC.,

On Friday Morning,

June 23, at 11 o'clock, on four months'

credit. BY BARRITT & CO., AUCTIONEERS CASH AUCTION HOUSE,
No. 230 MARKET Street, corner of Bank street.
Cash advanced on consignments without extra charge.

LARGE SALE OF DRY GOODS, STRAW GOODS, Artificial Flowers, Fancy Goods, Clething, No-tions, Hosiery, Suspenders, etc., On Tuesday Morning, June 20, at 10 o'clock. Catalogues ready early on 6 17 2t Attractive Sale.

1000 CASES AND CARTONS MEN'S, WOMEN'S,

Misses', and Children's Boots, Shoes, Brogans, etc., of City and Eastern manufacture. June 21, at 10 o'clock, on four months' I PPINCOTT, SON & CO., AUCTIONEERS. Nos. 221 MARKET and 210 CHURCH Street.

CONCERT HALL AUCTION ROOMS, No. 1918
CHESNUT Street.
T. A. McCLELLAND, AUCTIONERR.
Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms.
No. 1919 Chesnut street, every Monday and Thurs.

day.

For particulars see "Public Ledger."

N. H.—A superior class of furniture at private sale. HENRY MOLTEN, AUCTIONERR
BY HENRY MOLTEN & CO.,
Balesroom, Nos. 21 and 23 MERCER Street,
New York. REGULAR TRADE SALE

FUR AND WOOL HATS,
LADIES' AND GENTS' READY-MADE FURS,
STRAW, FELT, AND VELVET GOODS,
Every THURSDAY during the season.
Cash advances made on consignments withou additional charges.

LUMBER 1871 HEMLOCK. 1 SEASONED CLEAR PINE. 1 SEASONED CLEAR PINE. 1 CHOICE PATTERN PINE. BPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1871 1871

FLORIDA FLOORING.
FLORIDA FLOORING.
CAROLINA FLOORING.
VIRGINIA FLOORING.
DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDE.
RAIL FLANK. 1871

1871 WALNUT BOARDS AND PLANK. 1871 WALNUT BOARDS, WALNUT BOARDS, WALNUT PLANK. UNDERTAKERS' LUMBER 1871 RED CEDAR WALNUT AND PINE.

1871 SEASONED POPLAR. SEASONED CHERRY. 1871 WHITE OAK PLANK AND BOARDS, HICKORY. CIGAR BOX MAKERS'
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW.

CAROLINA SCANTLING. CAROLINA H. T. SILIS. NORWAY SCANTLING. 1871

CEDAR SHINGLES.
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
NO. 2000 SOUTH Street. 18/1

PANEL PLANE, ALL THICKNESSES.

1 COMMON PLANE, ALL THICKNESSES.

1 COMMON BOARDS.

1 and 2 SIDE FENCE BOARDS.

WHITE PINE FLOORING BOARDS.

WELLOW AND SAP PINE FLOORINGS 14 and

SPRUCE JOIST, ALL SIZES.

HEMLOCK JOIST, ALL SIZES.

PLASTERING LATH A SPECIALTY, Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,

5 30 6m No. 1715 RIDGE Avenue, north of Poplar St SAXON CREEN. is Brighter, will not Fade, Costs Less than any oth

cause it will Paint twice as much surface.

SOLD BY ALL DEALERS IN PAINTS.

Corn Exchange Bag Manufactory. JOHN T. BAILEY.

N. E. Cor. WATER and MARKET Sts. ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.
Large and small GUNNY BAGS cons hand. Also, WOOL SACKS.